

# 13717  
DEIRDRE BUCKLEY  
X 1044

# ENF Environmental Notification Form

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: <b>BJ's Wholesale Club</b>		
Street: <b>Ward Street</b>		
Municipality: <b>Revere</b>	Watershed: <b>MA Bay/Pines River</b>	
Universal Transverse Mercator Coordinates: <b>19 03 34 954 E 46 98 837 N</b>	Latitude: <b>42 25 26.24 N</b>	Longitude: <b>71 0 21.38 W</b>
Estimated commencement date: <b>Jan 2007</b>	Estimated completion date: <b>Oct 2007</b>	
Approximate cost: <b>\$9.6 million</b>	Status of project design:	<b>25 %complete</b>
Proponent: <b>BJ's Wholesale Club</b>		
Street: <b>One Mercer Road - PO Box 9601</b>		
Municipality: <b>Natick</b>	State: <b>MA</b>	Zip Code: <b>01760-9601</b>
Name of Contact Person From Whom Copies of this ENF May Be Obtained: <b>Pam White</b>		
Firm/Agency: <b>Appledore Engineering, Inc.</b>	Street: <b>15 Rye Street, Suite 305</b>	
Municipality: <b>Portsmouth</b>	State: <b>NH</b>	Zip Code: <b>03801</b>
Phone: <b>603.433.8818</b>	Fax: <b>603.433.8988</b>	E-mail: <b>pwhite@appledoreeng.com</b>

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?

Yes  No

Has this project been filed with MEPA before?

Yes (EOEA No. \_\_\_\_\_)  No

Has any project on this site been filed with MEPA before?

Yes (EOEA No. \_\_\_\_\_)  No

Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:

- a Single EIR? (see 301 CMR 11.06(8))  Yes  No
- a Special Review Procedure? (see 301CMR 11.09)  Yes  No
- a Waiver of mandatory EIR? (see 301 CMR 11.11)  Yes  No
- a Phase I Waiver? (see 301 CMR 11.11)  Yes  No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): N/A

Are you requesting coordinated review with any other federal, state, regional, or local agency?

Yes (Specify \_\_\_\_\_)  No

List Local or Federal Permits and Approvals: \_\_\_\_\_ **1. Special Permit (local by Revere City Council); 2. Order of Conditions (local by Revere Conservation Commission); 3. NPDES (Federal); 4. CZM Consistency Review**

**Possible Indirect Access Permit (MHD): Sewer Connection Permit (DEP)**

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- |  |                                       |  |
|--|---------------------------------------|--|
| <input checked="" type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands      |
| <input type="checkbox"/> Water           | <input type="checkbox"/> Wastewater   | <input checked="" type="checkbox"/> Transportation             |
| <input type="checkbox"/> Energy          | <input type="checkbox"/> Air          | <input type="checkbox"/> Solid & Hazardous Waste               |
| <input checked="" type="checkbox"/> ACEC | <input type="checkbox"/> Regulations  | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
<b>LAND</b>				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input checked="" type="checkbox"/> 401 Water Quality Certification <input checked="" type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input checked="" type="checkbox"/> DEP or MWRA Sewer Connection/Extension Permit <input type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i>
Total site acreage	19.85			
New acres of land altered		14.07± acres		
Acres of impervious area	1.81± acres	11.83± acres	13.57± acres	
Square feet of new bordering vegetated wetlands alteration		0 SF		
Square feet of new other wetland alteration		Floodplain 8,900 SF		
Acres of new non-water dependent use of tidelands or waterways		0 SF		
<b>STRUCTURES</b>				
Gross square footage	33,105± SF	321,540± SF	354,645± SF	
Number of housing units	0	180	180	
Maximum height (in feet)	0	100'	100'	
<b>TRANSPORTATION</b>				
Vehicle trips per day	Negligible	+7,246	7,246	
Parking spaces	0	+788	788	
<b>WATER/WASTEWATER</b>				
Gallons/day (GPD) of water use	250	29,700	29,950	
GPD water withdrawal	0	0	0	
GPD wastewater generation/treatment	250	29,700	29,950	
Length of water/sewer mains (in miles)	0	0	0	

**CONSERVATION LAND:** Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

- Yes (Specify \_\_\_\_\_)  No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify \_\_\_\_\_)  No

**RARE SPECIES:** Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify \_\_\_\_\_)  No Source: 2005 MA Natural Heritage Atlas

**HISTORICAL / ARCHAEOLOGICAL RESOURCES:** Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify \_\_\_\_\_)  No Source:

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify \_\_\_\_\_)  No

**AREAS OF CRITICAL ENVIRONMENTAL CONCERN:** Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify Rumney Marsh)  No

**PROJECT DESCRIPTION:** The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

#### Site Context

The site is located on Ward Street in Revere, Massachusetts. The 19.85 acre site contains approximately 1,250 feet of road frontage along Ward Street. See attached Figure 1, Site Location Map. At present, the easterly portion of the site is currently operated as an automobile salvage facility; the westerly portion of the site and on which the BJ's Wholesale Club is proposed to be located, was filled in the 1970s and a ditch constructed through the filled area perpendicular to Ward Street. The westerly portion of the site to this day remains rough graded and is used, in part, for spill over from the automobile salvage facility. The drainage ditch discharges drainage from Ward Street and other adjacent areas. The site is bounded to the west by a four-story brick apartment building and the City of Revere DPW facility. To the north is Rumney Marsh and Diamond Creek. To the east is Broadway (Route 107). To the south is a US Postal Service facility and multi-family residential use. The site is located in the Technology Enterprise District (TED) where general retail sales and services is an allowed use. See attached Figure 2, Zoning. A Special Permit is required from the Revere City Council.

#### Project Description

The proponent is proposing to construct a 121,635± SF retail building and associated fueling facility on the westerly portion of the site. The BJ's store will face to the west of the project site and will be located approximately 400 feet from the westerly boundary of the site; the fueling facility will be located adjacent to the Revere DPW facility. The loading area for the BJ's store is to be located at the rear of the building away from adjacent residential areas. The project will include 535 parking spaces. There are three access points from Ward Street—one at the western side of the site, one approximately in the middle of the site frontage and a third further to the east in order to allow delivery vehicles to exit the site in an efficient manner. An existing cell tower at the rear of the site will remain in its existing location with a provision for access. See attached Figure 4, Site Plan.

The portion of the site that is not proposed to be redeveloped with the BJ's project is currently devoted to auto salvage use and the time at which that operation may cease is uncertain. For that reason, the re-use of that portion of the site both as to its use, scope and timing has not yet been determined. On the assumption that the highest and best use of that portion of the site -- because of the configuration of the flood plain and the very limited access to Route 107 -- is likely for multi-family residential purposes, the proponent has included in this Environmental Notification Form a numerical description of the traffic and sewer impacts that might be anticipated for the development of the balance of the site for these purposes. For these purposes, given the constraint of a high groundwater table and zoning requirements, a development of as many as 180 residential units could be located on site. Rather than perform a detailed analysis of an alternative, which may change markedly in scope, the proponent would expect at the time alternative development proposals for the balance of the site become apparent, to file a notice of project change and thereupon proceed with such further view of the proposed development of the balance of the site as the Secretary may determine.

The drainage ditch that is located on the site is, in part, land subject to tidal flowage. In order to avoid having an impact on this resource area, the proponent proposes to leave the area in tact and bridge it in three (3) locations to allow for vehicular movement within the site and also to provide pedestrian movement to and from the store and the parking field. The existing tidal marsh bordering the filled portions of the site will remain undisturbed. None of the building is located in the 100-year floodplain, although a small portion of the loading dock and the rear travel way around the building is.

#### Vehicular Access and Circulation

Ward Street runs parallel to Route 60. Route 60 is a major thoroughfare that intersects Broadway/Route 107 at Brown Circle just south of the easterly boundary of the site. Ward Street is a two-way roadway along the portion of the site on which the BJ's store and the parking areas are to be constructed; further to the east, Ward Street is a one-way road that exits onto Broadway/Route 107. A signalized intersection is located at the junction of Route 60 and Charger Street -- approximately 800 feet northwest of the site. Customers coming from the northwesterly direction will access the site via the signalized intersection of Charger Street and Route 60. Customers coming from the southeasterly direction can access the site from Route 60 via any of the side streets that run perpendicular to Ward Street.

Ward Street has been recently improved with drainage, curbs and sidewalks on both sides of the street adjacent to the location of the proposed BJ's store and parking facilities. Crosswalks will be constructed to connect sidewalks within the site to facilitate pedestrian movement. The proposed site, as noted above, is to be accessed via three entrances/exits on Ward Street -- none of which will be signalized.

#### Alternatives to the Proposed Project with Mitigation

An alternative site layout was considered for the BJ's project. That alternative would have provided for the BJ's store to have its front façade facing Ward Street with most of parking being located in front of the building. The fueling facility would have been located along Ward Street. A total of 610 parking spaces were proposed. Two access points were proposed on Ward Street, one at the western side of the project site and the other in the middle of the site. This alternative is in line with typical retail configurations.

This configuration would have required filling the so-called "drainage ditch" and relocating it to the western boundary of the site with a discharge point at the tidal wetlands on the project site at the rear of the property. Such a filling would require a significant environmental impact since the ditch is "land subject to tidal flow". The proposed configuration avoids the "drainage ditch" by rotating and moving the building to the east. The parking field straddles the drainage ditch. This significantly reduces the environmental impacts of the project and maintains the functions of the drainage ditch.